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A Challenge to the Industry
(Page 9)

"We Must Live Up to Our Heritage of America's First Industry"
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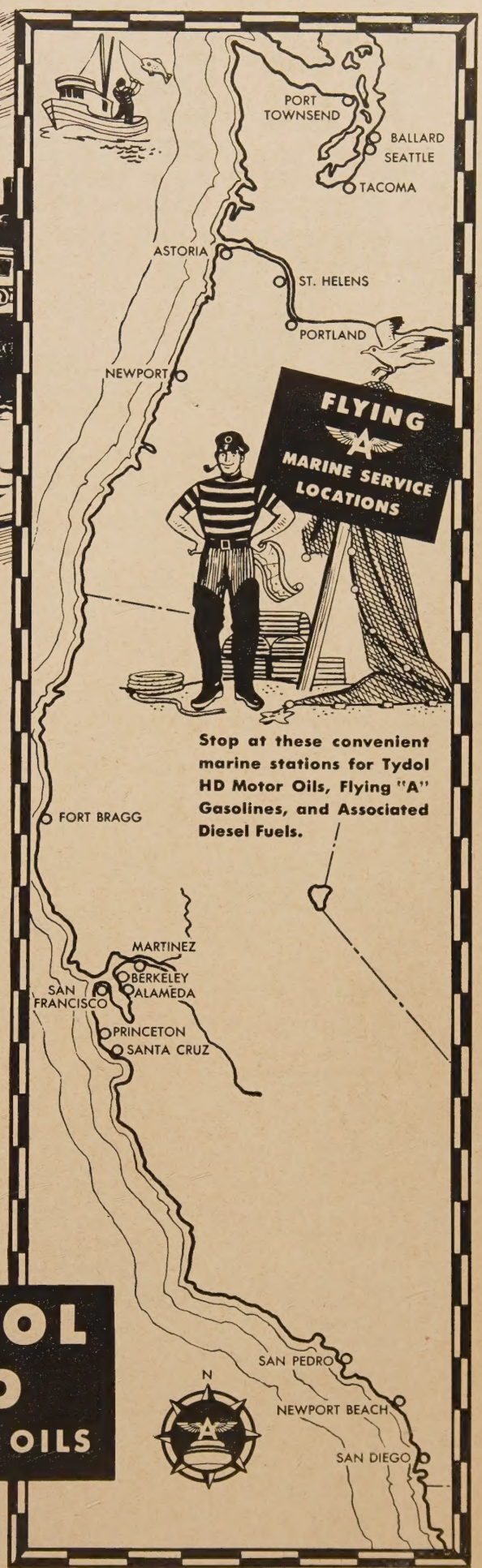

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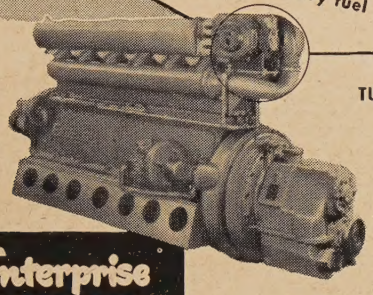

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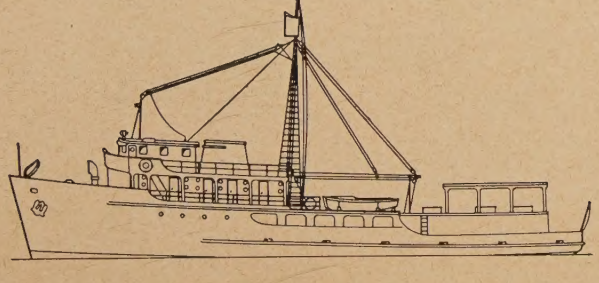

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CONDITIONS Constant load operation — high temp.

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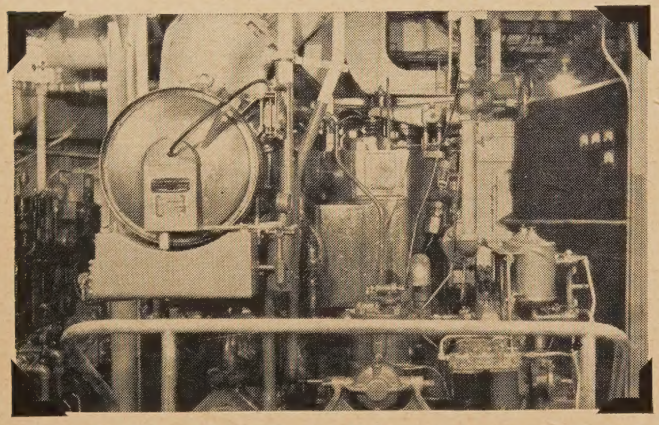

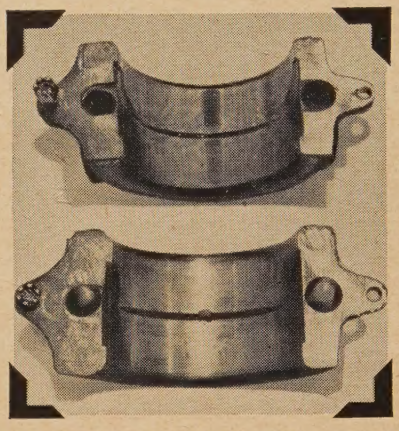

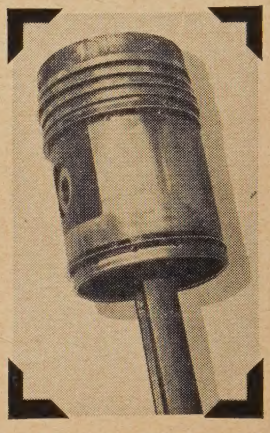

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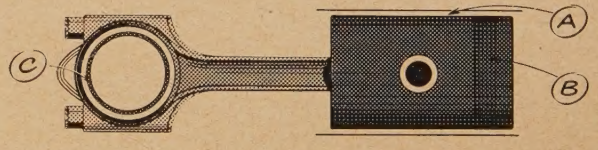

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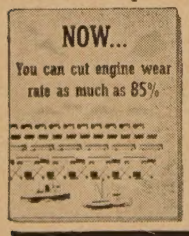

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES combined with the magazine TUNAfisherman

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A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

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Volume 6 Number 9

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America's First Industry . . .

The following statement prepared exclusively for Pan-American Fisherman by Royal Toner, President of N.F.I. points out the big problems confronting the fishing industry today, and explains the Institute's plans to meet them.

THE National Fisheries Institute was organized in 1945. Prior to that time many attempts had been made to organize the fishing industry on a national basis, but this was the first time that the industry really got together, and National Fisheries has grown each year since its start.

The immediate need of an organization was acute in the days of our beginning as we were laboring under price controls, restrictions of essential materials and the need of priority on our labor situation. Through united and unceasing effort the industry was able to meet these problems along with many others and by so doing the industry at large was shown a concrete example of the benefits of being organized.

Since that time many other efforts have been added. We waged a successful fight against proposed transportation rate increases. This is a continuing battle and right now is being carried on week in and week out in the effort to protect the addition of unnecessary costs to our product.

The food industry at large is America's largest business. Our product is one of the world's finest protein foods but we are in competition with every other producer of protein food such as meat, poultry, eggs, etc. One of the Institute's greatest efforts at the present time is the energy being put behind the public relations and promotional work. We know we have a fine food product but our job is to make the buying public "Mrs. Housewife" realize that fish and shellfish should be used more often.

Our economists and scientists tell us that when nutritive value is given consideration that fish today is low-priced compared with other protein food.

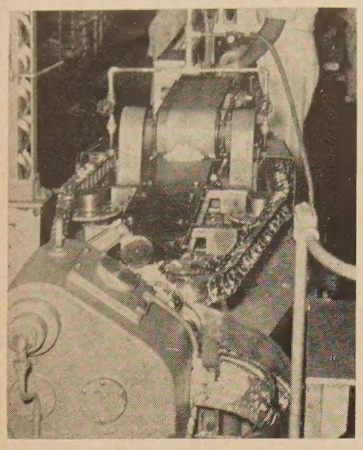
On October 1, 1951, National Fisheries Institute moved into our own building located at Washington, D. C. This

(*Continued on page 25*)

THE MAN ON THE COVER

ROYAL TONER, president of Greenpoint Oyster Co., one of the largest oyster producers in the country, is also vice-president of the Oyster Institute of North America and president of the National Fisheries Institute . . . owns more than 6,000 acres of land under water where he grows the oysters . . . once was secretary to John Wanamaker . . . doctor advised he get into calling which would keep him outdoors . . . now healthy fifty-nine, with virtually a twenty-four-hour-a-day schedule on which he thrives . . . was the youngest son of a silk mill owner but decided to go to New York City to make his own way . . . on small borrowed capital he started dealing in oysters in 1916 and worked his way up to holding on various parts of the East Coast . . . managed to survive the 1929 stock crash, but was almost wiped out by the 1938 hurricane which sank his oyster boats, ruined his plants and just about smothered his oyster crop . . . loss ran into good part of $300,000 . . . but like all oystermen is resigned to whims of nature . . . biggest gamble each year is on baby oysters called set . . . takes five years to grow oyster to market size in New York area, less in warmer climates. . . . Toner ships oysters cross-continent regularly and water stores them in Tamales Bay near San Francisco where they are taken up for market when needed . . . he was selected by the industry to "speak for the oyster because the oyster can't talk for itself" as he put it . . . in forty years in seafood industry has never turned down a request to co-operate in association work for the good of his industry . . . once prepared a complete clambake on a Moran tug boat for a picture magazine which requested it . . . loves to cook for parties of fifty and upwards . . . has three different types of cooking ranges in his kitchen and an ice box that you can walk into . . . his land farm, which fronts on Peconic Bay, is stocked with beef cattle and fowl . . . He constantly flies to his far-flung oyster grounds by seaplane . . . relaxes by re-designing his farm and delights in attending to work himself . . . feels the oyster industry has been very good to him and anything he can do to help it is all right with him.

Preferred by leading canners



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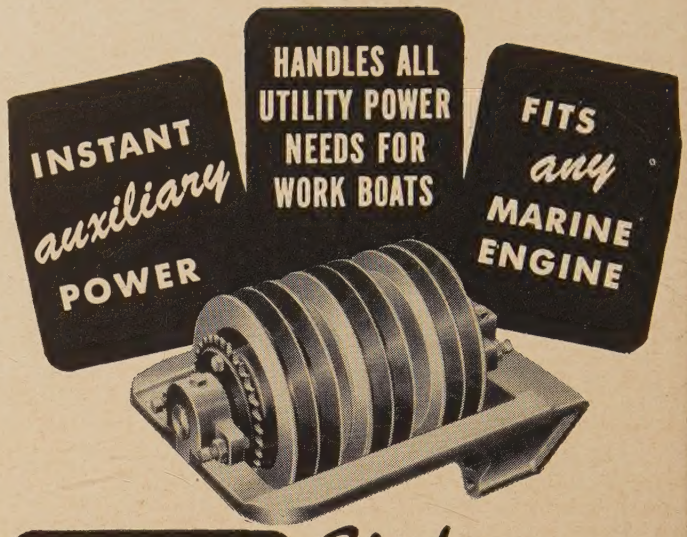

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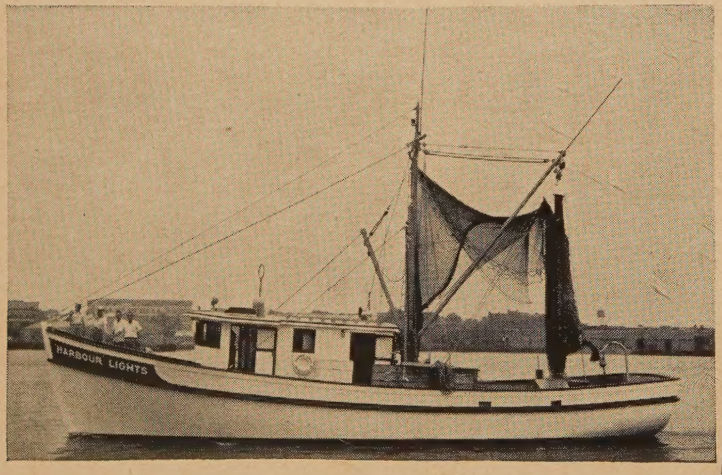
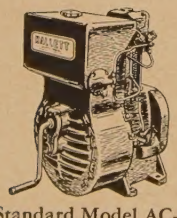


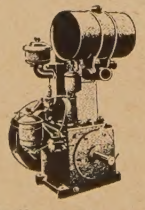
Glee Thompson Sea Food Company depends upon a Hallett Model AC-1, 5 H.P., Air-cooled Diesel Engine for auxiliary power on their 63-foot shrimp trawler built by the Southern Shipbuilding Company of Jacksonville, Fla.

Hallett Air-cooled Diesel Engines, because of their compactness, rugged construction and minimum weight, offer the boat owner a real "work horse" to power his auxiliaries. Hallett Diesels have a world-wide reputation for dependable, economical operation.

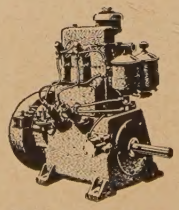
Hallett Diesel supplies dependable auxiliary power for "Harbour Lights."



Standard Model AC-1, 5 H.P., Air-cooled Diesel Engine



Hallett 1-cylinder, 8 H.P., Water-cooled Diesel



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Nielson to Quit San Diego; Big Deal Still in Air

MORE COMPLICATIONS

Nielson Quits:

The resignation of Earl M. Nielson, president of California Tuna Canning Co., further complicated the already confused cannery picture in San Diego.

Nielson plans to devote much of his time to his interests in Costa Rica, following a long vacation in Mexico.

Earl M. Nielson

In the meantime no statement has been forthcoming from either Caltuna or Westgate-Sun Harbor as to whether Caltuna would exercise its option to take up the remaining corporate interests of Westgate-Sun Harbor. Previously, Caltuna purchased Jack Crivello's half interest in Westgate, at which time it secured the option to acquire the holdings of other company executives.

No Changes:

Following Nielson's resignation, Wade Ambrose, Westgate president, issued a statement in which he said Nielson's resignation would not result in any personnel changes insofar as they affect the joint operation of Westgate and Caltuna. Janous Marks, fleet captain of Westgate is acting in a similar capacity for California Tuna Canning which is processing the catches of tuna clippers under contract to Westgate.

William L. Robinson, who has been vice president and general manager of Caltuna, will take over the duties of Nielsen pending a complete reorganization of the cannery personnel at conclusion of negotiations now under way. Robinson is now production manager of both companies.

Started in Monterey:

Starting his fishing career in Monterey as an employe of Knut Hovden's old Booth cannery, Nielsen in 1922 became a partner of Hovden when they established the Nielsen-Hovden Fish Co. on Point Loma.

Later, Nielson bought Hovden's interest in the cannery and rechristened the plant Fishermen's Tuna Packing Co. The firm later was purchased by the French Sardine Co., of Terminal Island. and was given the name of the High Seas Tuna Packing Co., which it still retains. Nielsen was general manager of High Seas until Aug. 1, 1950. Two months later, he acquired with a group of stockholders the San Diego Packing Co. Last year San Diego Packing was merged with Caltuna.

ELUSIVE SARDINES

Poor Catch:

California's sardine barrel is nearly empty, if the bottom-scraping figures for the 1951-52 commercial fishing season just ended are any indication, the State Department of Fish and Game reports. (*Continued on page 18*)

TUNA TALES

By HANK RICHARDS and JACK KENASTON

After we started feeding him tuna there was no holding him back.

The GLOBE

An International News File compiled by FOREIGN BUREAUS of Marine Press Association

Santiago, Chile.—The rich fisheries off the Chilean coast contribute little at present to the country's food supplies, and an FAO Fisheries mission is advising on increased exploitation, especially of hake, a species which is found abundantly in these waters, according to a January 1952 news release from the North American regional office of the food and agriculture organization.

Part of the scheme demands popularization of fish among people not at present accustomed to eating it, and an exhibition was organized with FAO assistance at the end of November in Santiago. An open air installation on the Santa Lucia hill included stands displaying fish and fish products, and education stands. Fisheries films were shown, as well as exhibits from the museum of the Chilean fish and wild life service.

In the restaurant, more than 3,000 people ate fried fish daily, and the daily number of visitors was between 20,000-30,000. It is not difficult to popularize fish eating among coastal peoples who are already accustomed to eating dried fish, which can be obtained locally at a low price, but the ministry of education is carrying its campaign inland, by organizing competitions in the schools for drawings of fish and essays on the importance of fish in a balanced diet.

Mar Del Plata, Argentina.—Thirty-five Belgian and 25 Netherlands fishermen were due in Mar Del Plata, Argentina, in January. They were bringing seven fishing vessels ranging in size from 90 to 117 metric tons, according to the January 31 issue of **Fiskets Gang,** a Norwegian trade paper. The vessels were built in Germany and France during the period from 1947 to 1949 and include radar among their equipment. Many of the fishermen were bringing their families so that the whole group numbered 110 persons.

Fishing operations are to be based on Mar Del Plata where a Belgian company, capitalized at 45 million Belgian francs (about $891,000), has secured property for the installation of a modern freezer with a capacity of 300 tons of fish per day. The company expects to transport and distribute fish in Buenos Aires and the rest of the country through a network of freezers. Fishing is to begin in a few weeks, but the freezer will not be ready for eight months.

St. Johns, Newfoundland. — Newfoundland's decision to inaugurate "long-lining" on the Atlantic Coast, similar to the large Pacific Coast trolling operation, has proven advantageous to the fishermen and the industry as a whole, with 3,500 pound cod landings being quite common. The Department of Fisheries conducted test fishing and instruction of fisherman.

Olso, Norway.—Norwegian engineers have developed a compact electronic instrument, named radim, which automatically calculates the distance between two radio stations as far as 300 nautical miles apart, states a February 14 news release from the Norwegian information service. Specially designed for the Norwegian whaling industry, radim may help to speed up whaling operations by determining the distance from the floating whale factory to a catcher boat which reports, by shortwave, the killing of a whale. A tugboat can thus be dispatched directly to the spot where the whale has been killed, relieving the catcher boat of the job of hauling the booty back to the floating factory.

Developed on the initiative of Anders Jahre & Co., the first radim set is now being tested aboard the Kosmos IV, one of the largest Norwegian floating whale factories. On the basis of experience during the current pelagic whaling season, radim will be perfected and put into production.

Compact in size, radim works in conjunction with any ordinary marine shortwave set. It is operated simply by pushing a button. By recording time lapse of a signal from one radio station to another, radim makes it possible to calculate the distance with an accuracy of one nautical mile.

Subject to parliamentary approval, the Norwegian Ministry of Fisheries has proposed various ways and means of improving the fishing industry in the three northern provinces, as part of the 10-year plan for economic development of north Norway, states the Norwegian Information Service in a recent news release. Major attention would be given to expansion of the fishing fleet and processing plants. Plans call for acquistion of many more ocean-going fishing craft, and also several 280-foot draggers for use along the coast of Finmark province.

High on the agenda, too, is improvement of freshwater supplies and construction of much-needed fishermen's cabins in the main ports of the Lofoten and Finmark fisheries. The ministry further has proposed construction of a small ocean research vessel, equipped with echo depthsounder and sonar instruments, to track down the whereabouts of the herring, so that G. O. Sars can devote its attention exclusively to investigating the migraions and habits of cod.

Caracas, Venezuela.—Canned fish production in Venezuela during 1951, as for the past several years, exceeded market demands, and the fish canneries operated only part time. A total of 6,050 metric tons of canned fish were packed during the first nine months of 1951, or 48 percent more than during the same period in 1950. The canners blamed importations for this inability to market their product, and succeeded in having the duty increased on certain canned fish from Bs.0.28-Bs.2.00 per kilogram (from 3.8 to 27.1 U. S. cents per pound). But, the old rates of duty continued in effect for imports from the United States and from other countries with which Venezuela has commercial treaties or modus vivendi containing most-favored-nation clauses. However, it was recognized by the canners that imports are only a small part of their problem, and they persuaded the government to engage in semi-barter deals whereby imports will be paid for at least in part with Venezuelan canned fish. An agreement was reached with Colombia for an exchange of canned fish for sugar. Under this arrangement, 3,000 metric tons of Colombian sugar were imported and 30 percent of the cost was paid in canned fish. In spite of this, the canners are still complaining of excess inventories.

A Challenge to the Industry

For many years now, the Commercial Fishing Industry, in America, has insisted on "Hiding Its Light Under a Bushel." It has ignored an obvious fact that is costing the industry millions of dollars yearly, and unless action is taken and taken promptly, the future of the industry will suffer irreparable harm.

This obvious, long-needed action is a consistent, concerted, cooperative campaign, enthusiastically and financially backed by all branches of the commercial fishing industry, to educate the general public to a greater consumption of every kind of sea food.

Had this action been taken years ago, we would not be searching for doorsteps upon which to lay our troubles. Importations, labor costs, union bickerings, are but a few of the doorsteps we have used for alibies. Today these things are only problems, because a great industry failed to take obviously needed action, which would have prevented them from becoming little more than minor irritations.

The fact that the Commercial Fishing Industry long has delayed this urgently needed action, to promote an ever expanding consumers' market, need not blind us to an obvious starting point . . . the Seventh Annual Convention of the National Fisheries Institute.

The National Fisheries Institute, since its conception, in 1945, has done much to solidify the billion dollar fishing industry. It has solved national and international problems, pertaining to the industry. Members have worked towards standardization of packaging, improved price control and many other problems confronting the industry. To date it has been the most active group within the industry in the promotion of a greater market for sea food. Certainly it is the logical point of coordination in the planning of an all-out campaign to increase the consumption of sea foods. A committee composed of representatives from every branch of the fishing industry, should be formed at this convention, with authority to formulate the necessary plans to carry out such a program.

Not belittling the past efforts of the N.F.I., the fact remains, the per capita consumption of seafood in the United States remains just about what it was back in the thirties, when it averaged 11.1 pounds per person. Latest government figures show that consumption per capita in 1951 was slightly less than 11.5. During that period the population increased 15 percent, and the overall sale of fish in proportion, but still the average consumption per person increased but one half of one percent. This small increase definitely can be traced to the lack of proper promotion and advertising. Many members realize this. Collectively they spent nearly three million dollars in advertising last year plugging their individual products, and they saw their sales increase in proportion.

The Maine Sardine Industry has started a campaign to increase consumption of its product, and certain groups within the Tuna industry are presently planning to expand its market.

Such steps are in the right direction but, obviously they are not enough. Let's take a leaf from the American Meat Institute's book, during the same period mentioned above the per capita consumption of meat jumped from 126 pounds to 148 pounds last year, an increase of 22 pounds per person. Last year's increase was 3.4 pounds per person over that of 1950. This increase is a real accomplishment considering the government controls placed on meats, scarcity, and drastic increase in prices of all meat products during that period. The Meat Institute does not concern itself with any particular type of meat or any brand, but concentrates solely on the greater consumption of meat.

Such a program is needed by the fishing industry. It's products offer a great variety. It further offers economy, which in these days of soaring food prices, is one of the most effective appeals that could be made to the average housewife. From the point of taste, nutrition and ease of preparation, sea foods are outstanding in every respect. The almost endless ways in which it may be prepared, offers an easy solution to eliminate the limited number of persons who insist they do not like sea foods. It represents one of the healthiest foods available to man, definitely one of the easiest to prepare.

The N.F.I. represents the top management of the entire fishing industry. It has the organization and manpower to meet this greatest need of the industry in an outstanding manner. Will it accept the challenge?

National Fis

SERIOUS BUSINESS AND FUN

THE spotlight will be turned on all phases of the fishing industry when the National Fisheries Institute settles down to serious business at their Seventh Annual convention, in Los Angeles, April 21-23.

More than 800 members, representing the top management, in the commercial fisheries business and its allied associates, are expected to be in attendance.

Several problems of national and international importance will be discussed at the Fisheries Forum, one of which will be the highly controversial subject of Territorial Waters. The panel will consist of outstanding leaders of industry, government and education. The Fisheries Forum offers every member an opportunity to introduce his particular problem.

Tuesday morning the group will discuss packaging. A 25 percent increase in the sale of packaged fisheries products in 1952 calls for a special study of this phase of the industry. Better package design and more profitable packaging operations will be discussed. Arthur Freeman, Freeman Certi-Fresh Foods, Los Angeles will be moderator at this session.

J. W. Willis
Regional Veep

For Convention Time Table
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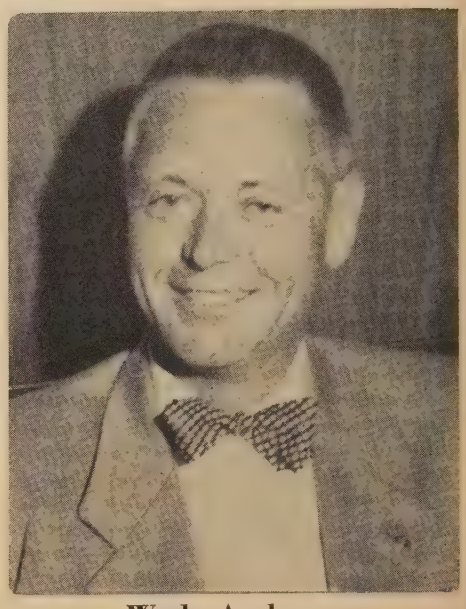
Panel members will be W. S. Jackson, manager, Art Department, Marathon Corporation, New York, who will give an illustrated talk on the elements necessary for good packaging; Bruce Wallace, Fred Todt Co., Los Angeles, who will discuss the place of machines in making packaging fishery products profitable; Walter Skow, head of the Fish and Meat Department of Ralphs Grocery Co., Los Angeles, who will present fish packaging from the retailer's point of view; and a prominent home economist, who will tell what the homemaker thinks of fish and shellfish packages. These talks will be followed by an open discussion about the processing of fishery products.

The principal feature of the Tuesday afternoon sessions will be judging and scoring packaged fillets and shrimp, followed by a breaded shrimp clinic. Frozen food cabinets will be available to exhibitors for display.

On Wednesday morning there will be a meeting of the new board of directors, and election of the national officers.

At the invitation of the N.F.I. the Shrimp Association of the Americas, will hold their meeting on Wednesday, with a clinic to discuss the effects of a quality program.



Wade Ambrose
Chairman

There will be three separate By-Products sessions. Among the questions to be discussed by this group will be what is the 1952 price outlook for fish meal solubles and oils, what do nutritionists think about the "Unidentified Fish Factors?" and is crude protein becoming obsolete as an index of value for fish meal?

Royal Toner, president of N.F.I., has announced the following convention committee members: W. Wade Ambrose, Westgate-Sun Harbor Company, San Diego, chairman; Max Freeman, Freeman Certi-Fresh Foods, Los Angeles, vice-chairman; Miles Reinke, Reinke & Amende, Inc., Los Angeles; Aldo Casaretto, Koulouris and Casaretto Company, Los Angeles; Louis Vitale, Los Angeles Smoking & Curing Co., Los Angeles; J. J. Camillo, J. J. Camillo Brokerage Co., San Diego, J. W. Willis, Marine Products Co., San Diego; Tom Lazio, Tom Lazio Fish Co., Eureka; Lionel Shatz, A. Paladini, Inc., San Francisco.

Following are sub-committee chairmen: Aldo Casaretto, finance; Arthur Freeman, publicity; Louis Vitale, entertainment; E. T. Meakin, California Press Mfg. Co., San Francisco, old timers; John Richardson, San Francisco, allied industries; Miles Reinke, exhibits; L. B. Steele, allied packaging industy, Wilmington, Delaware; and Mrs. Max Freeman, ladies' committee.

ries Institute

INDUSTRY SPOKESMAN AND WATCHDOG

THAT is the National Fisheries Institute? What is its purpose and what has it accomplished? There are not many persons affiliated with the fishing industry and its associates who do not know the answers to these questions, but for the benefit of those who don't, let's look for a moment at the Institute's enviable record.

The N.F.I. was organized in 1945 by a group of farsighted leaders in the fishing industry who realized the necessity for an industry spokesman. Now entering its eighth year, it has a membership of more than 800 made up of the top executives in the industry. Its main office is located in Washington, D.C. with a field office which serves the entire west coast located in San Francisco.

As to its purpose we quote from a statement by Harald Synnestvedt, president of the New England Fish Company, Seattle and a past president of the Institute. "It is the primary purpose of the N.F.I. to help you and other members of the fishing industry maintain quality, increase sales, provide a clearing house for solving national and international problems, correct inequities in laws, freight rates and regulations, and other items in which only a well organized national organization can do the job."

That it has been successful in carrying out this program one only has to look at its accomplishments. It has saved the industry millions of dollars by fighting for fair and equitable freight rates. One victory alone, resulted in a saving of approximately $4,000,000 a year.

It maintains constant liaison with members of both houses of congress, continuously seeking proper recognition of the fisheries industry by congress. It has been active in fighting unlimited imports and urging increased exports and is always ready to oppose any legislation which will react unfavorably to the industry.

With the Food and Drug Administration constantly revamping its standards and labeling regulations, the N.F.I. committees with the spirit of "free enterprise" as its criterion, seeks a minimum of government regulations.

The N.F.I. public relations department is doing a man sized job. A con-

(*Continued on page 27*)

National Headquarters N.F.I.

N.F.I. Convention Time Table

PRE-CONVENTION MEETINGS

Thursday, April 17

12:30 p.m.—1953 Exhibit Committee luncheon meeting. Karl Envoldsen, chairman—Conference Room.

Friday, April 18

10:00 a.m.—Fisheries Toastmasters School. G. G. Taylor, Norfish Sales Co., Oakland, Calif., chairman. Conference Room No. 7 .

10:00 a.m.—Finance Committee.
George H. Thomas, George H. Thomas, Inc., Cincinnati, Ohio, chairman.
Conference Room No. 3.

1:00 p.m.—Executive Committee—Finance Committee luncheon. Royal Toner, chairman. Conference Room No. 4.

Saturday, April 19

10:00 a.m.—Fisheries Toastmasters School. G. G. Taylor, Norfish Sales Co., Oakland, Calif., chairman. Conference Room No. 7.

10:00 a.m.—Directors Annual Meeting.
Irving Usen, O'Donnell-Usen Co., Boston, Mass., chairman.
Conference Room No. 1.

10:00 a.m.—Ladies Club Opens.
Mrs. Max Freeman, chairman.
Galeria Room.

12:00 noon—Registration Opens—Galeria.

12:00 noon—Old Timers Club Opens.
Music Room.
Tom Meakin, California Press Manufacturing Co., San Francisco, Calif., chairman. E. C. Jack, E. C. Jack Brokerage Co., Los Angeles, Calif., vice-chairman.

12:30 p.m.—Cocktails. Directors, Toastmasters. Old Timers Hosts, Old Timers Club.

1:00 p.m.—Joint luncheon — Directors and Toastmasters, Old Timers Club.

7:00 p.m.—Ladies Cocktail Party — Ladies Club—Galeria.

7:00 p.m.—Old Timers Annual Banquet (black tie). Embassy Room, Ambassador Hotel.

Sunday, April 20th

12:00 noon—N.F.I. Public Relations Committee "Brunch."

12:00 noon—Old Timers Club Opens.

12:00 noon—Registration Opens—Galeria.

6:30 p.m.—Traffic Committee Cocktail Meeting—Conference Room.

7:00 p.m.—By-Products Executive Committee Dinner.
George Wallace, President, Wallace Fisheries, Morehead City, N. C., chairman—Conference Room No. 3.

CONVENTION EVENTS

Monday, April 21

8:00 a.m.—Breakfast Committee Meetings. Arrange with Hal Xavier.
Traffic Committee—Howard Schauble, chairman.
Membership Committee—Charles Woodfield, chairman.
Resolutions Committee—Robert Howlett, chairman.

9:00 a.m.—Frozen Fish Exhibit Opens. North and South Galeria.

9:00 a.m.—Registration Opens—Galeria.

9:30 a.m.—General Session—Fisheries Forum. Renaissance Room.
Opening of Convention—Royal Toner, President.
Panel—"Territorial Waters."
F. M. Bundy, moderator.
Joseph W. Bingham, Stanford University, Palo Alto, California.
Edward W. Allen, member, International Fisheries Commission, Seattle, Washington.
Montgomery Phister, Van Camp Seafood Co., Terminal Island, Calif.
W. C. Herrington, Department of State, Washington, D. C.

11:45 a.m.—Old Timers Club Opens.

12:00 noon—Awarding of "Early Bird" prizes.

12:15 p.m.—General Luncheon—Biltmore Bowl.
W. Wade Ambrose, President, Westgate-Sun Harbor Co., San Diego, Calif., master of ceremonies.
Mrs. Max Freeman, welcome to ladies.
Introduction of distinguished guests.
Address—Royal Toner, president.
Address—Acceptance pending.
Address—Honorable Seth Gordon, Director, California Department of Fish and Game.
Announcements.

2:30 p.m.—Regional Caucuses to Elect Directors.

3:30 p.m.—By-Products Session.
George Wallace, President, Wallace Fisheries, Morehead City, N.C., chairman—Conference Room. 2.

6:30 to 8:30 p.m.—Cocktail Party—Region IV hosts. Ballroom and foyer.

Tuesday, April 22

8:00 a.m.—Breakfast Committee Meetings. Arrange with Mal Xavier.

9:00 a.m.—Frozen fish exhibits open. North and South Galeria.

9:00 a.m.—Registration opens—Galeria.

9:30 a.m.—General Session. Packaging panel. Renaissance Room.
Arthur Freeman, Freeman Certi-Fresh Foods, Los Angeles, Calif., Moderator.
Bruce Wallace, Fred Todt Company, Los Angeles, California.
Walter Skow, Meat & Fish Department, Ralphs Grocery, Los Angeles.
John Jenemann, E. I. DuPont De Nemours & Co., Wilmington, Delaware.

10:50 a.m.—Awarding of "Early Bird" prizes.

11:00 a.m.—Fish Cutting. Breaded and Frozen Shrimp, Frozen Fillets, Canned Sardines. Old Timers Club Room.

12:15 p.m.—General Luncheon. Biltmore Bowl.
J. W. Willis, Marine Products Co., San Diego, Master of Ceremonies.
Introduction of distinguished guests.
Address — Gertrude Beckwith, President, Philip R. Park Co., San Pedro, California.
Fisheries Yearbook Dedication — by August Strauss, Galilee Fish Co., New York.
Address—Fisheries Toastmaster winners.
Address—Benjamin W. Shipman, Los Angeles, honorary life member.

2:30 p.m.—General Session. Quality Control Panel. Renaissance Room.
Karl Envoldsen, Envoldsen Shrimp Co., Cleveland, Ohio, Chairman Fishery Technological Problems.
Dr. William Hampton, General Foods, Boston, Massachusetts.
Larry Strasburger, Envoldsen Shrimp Co., New Orleans, Louisiana.
Several chain store buyers will lead a discussion on Quality Requirements of Seafood for Chain stores.

2:30 p.m.—By-Products Session. Conference Room No. 2.
George Wallace, President, Wallace Fisheries, Morehead City, N.C., chairman.
Dr. H. J. Almquist, Research Director, The Grange Co., Modesto, Calif.
Dr. C. R. Grau, head, Division of Poultry Husbandry, University of California, Berkeley, California.
Bruce Sanford, U. S. Fish & Wildlife Service Technological Laboratory, Seattle, Washington.

4:00 p.m.—Old Timers Club Opens.

Wednesday, April 23

8:00 a.m.—Breakfast Committee meetings. Arrange with Mal Xavier.

9:00 a.m.—Frozen Fish Exhibits open. North and South Galeria.

9:00 a.m.—Registration opens. Galeria.

9:30 a.m.—General Session.
Open Directors Meeting.
Irving Usen, O'Donnell-Usen Co., Boston, Massachusetts, chairman.
Renaissance Room.
Introduction of directors who will take office June 1, 1952.
Appointment of nominating committee (consisting of one representative from each of the six regions).
Nominating committee retires to select nominees. Old Timers Clubroom.
Report of the general manager—Chas. E. Jackson.
Nominating committee reports.
Election of officers. Introduction of officers who will take office June 1, 1952.
Vice-President of each region announces names of new executive committee members.
Old business. New business.
Adjournment of general sessions.

11:45 a.m.—Old Timers Club opens.

12:00 noon—Awarding of "Early Bird" prizes.

2:30 p.m.—By-Products session. Conference room No. 2.
Charles Hester, Vice-President, Pacific Processing Co., Los Angeles, Calif., chairman.
Dr. James McGinnis, head, Division of Poultry Husbandry, University of Washington, Pullman, Washington.
Samuel Golden, President, The Amburgo Co., Philadelphia, Pennsylvania.
John Coburn, manager, Fats and Oils Buying Department, Archer-Daniels-Midland Company, Minneapolis, Minnesota.

2:30 p.m.—Meeting of Shrimp Association of the America's—Rennaissance Room. Virgil Versaggi, President.

6:00 p.m.—Cocktails. Ballroom and foyer.

7:00 p.m.—Annual Dinner Dance.
No speeches. Biltmore Hotel.

Thursday, April 24

California Chioppino party.
Region IV hosts.

Human Destiny and Proteins

EAT YOUR WAY TO HEALTH

By

JOHN X. LOUGHRAN, Ph.D.

John X. Loughran

A REVOLUTIONARY improvement in the diet of the earth's 2,000,000,000 inhabitants is foreshadowed by the discoveries of the life-saving role of protein foods with their essential amino acids (Nature's building blocks of proteins). Now that the public has come to understand fairly well the value and necessity of vitamins and minerals, civilized human beings are entering an era in which science will urge us to eat our way to health with equivalent or better substitutes for beefsteak. The oceans, teeming with diverse forms of fish life, loom ahead as the source from which the world will obtain in an endless self-replacing cycle these health bettering, life-prolonging protein factors. Fish is the protein food of the future on the two-fold score of excellence and undiminished supply.

It is the conviction of food scientists that the average modern diet is as *deficient in high grade protein* as it is in essential minerals and vitamins. In the first place, very few of the earth's inhabitants can obtain steaks and other meat proteins. In the second place, meat protein is now coming to be regarded as *no better* than the food that the animals eat and considering the alarming decline in the fertility of soils, dependence on meat for a world supply of proteins has passed its heyday. In the immediate future, a Fish Institute of America will have to be formed to take over some of the protein educational work so adequately performed up to now by the American Meat Institute.

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This is the first of a series of articles written exclusively for Pan-American Fisherman. by John X. Loughran, often referred to as America's foremost food authority, noted author and radio commentator. His books, "20th Century Health Science," "Live or Die," Bionomy of Power," "How to Live to Be a Hundred," to name a few have been read by millions. After a lifetime of study he has adopted a generalization to the effect that "every pathological condition is fundamentally a nutritive one." His entire series will be devoted to the part seafood can play in the cure of human ailments.

Recently, Dr. William A. Albrecht of the University of Missouri, a renowned soil authority declared that "soils of the middlewest American farmbelt are so poor that grain grown there won't even fatten hogs and that the hogs won't grow without *supplementary protein* foods which means that humans must also strengthen a diet which is becoming progressively more barren of protein food value."

Fish foods, of course, suffer from none of these food supply defects which plague land animals fed by man. Fish in the oceans feed on substances that no erosion, soil depletion, inexpert soil cultivation or the like can touch. Ocean life feeds on primitive and primeval foods, produced and guarded by Nature in such a way that man cannot interfere. No foods that ocean fish feed upon can be poisoned by insecticide residues such as are left on animal feed and forage, to the detriment of the health of the animals, as well as to the health of the humans who consume the flesh of such animals. Fish, fortunately too for all of us, cannot be treated by injections of hormones such as enterprising poultrymen employ, injections that add *fat*, not protein to the weight of poultry. Only cash gains can be reckoned from these unnatural practices that *subtract* from health of fowl and human alike.

The ocean's teaming fish population is immune to such innovations and always will be.

The slow increase in fish consumption has several explanations. In olden days, ocean fish were generally unavailable to the earth's people excepting the relatively few who lived on or near the seacoasts. Since canning and refrigeration made their advent along with other scientific developments, foods from the ocean depths have become more generally available to more of the people living in the interior of the major continents.

The fact still remains that while public opinion has been enlightened by modern scientific dietary knowledge on the excellent nutritive properties of fish, many people still look upon fish as an "extra" course, or as a Friday food, or, as in the instance of canned fish, as an emergency article of food. As education about health and food progresses it seems certain that the American nation will eventually become a fish eating nation, for most of the so-called meat substitutes such as dry beans, peas, rice and the like are not true substitutes for fish and meat that supply an average of 18-20 grams of portein in a usual serving, whereas vegetable protein foods supply only about 4-6 protein grams per serving.

It is curious to note the tenacity of certain impressions and legends about fish as a food. One of the common legends is that fish food is an especially good brain stimulant because of the phosphorus in the flesh of fish. This is merely a fanciful idea with little or no scientific basis. Stripped of all traditions and legends, fish is very similar to lean beef in its food composition. The many varieties differ considerably in their proportions of certain elements, but as to protein, the big food factor of the present and future, all fish are

(*Continued on page 24*)

General Truck & Engine Co.

SERVICE KEYNOTED AT NEW TWO ACRE PLANT

By FRED W. WALTERS

ONE of the West Coast's largest and most complete truck and engine repair centers, conveniently located on Route No. 101 in San Diego, now is being completed by the General Truck & Engine Co., of San Diego.

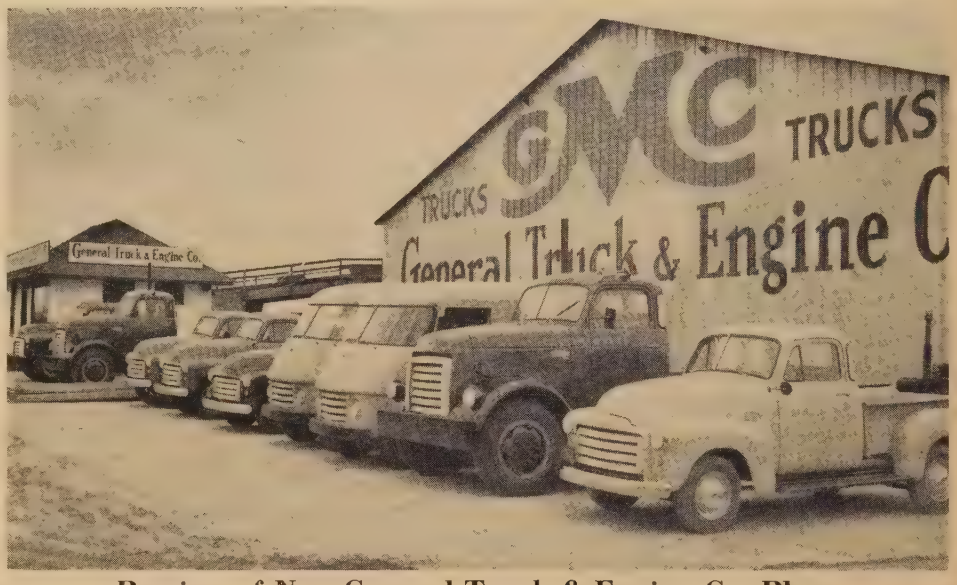
Although completion of all work on the repair center, including extensive improvement and landscaping of the spacious surrounding grounds, is not expected for at least six months; sales and service, maintenance and parts are now available at the new center.

Located at the Foot of Eighth Avenue on Harbor Drive, this new truck and engine center will handle exclusively the broad line of commercial trucks manufactured by the GMC Truck & Coach Division of General Motors Corporation, as well as sell and service the well known "Mainstay of the Tuna Fleet"—the General Motors Series "71" and "110" diesel engines.

Establishment of the new General Truck & Engine Co. is of great importance to the many companies that are a part of Southern California's extensive commercial fishing and marine industry. Of further interest to companies in these commercial groups is the announcement that the new quarters of the truck center will include a large, very complete and modernly equipped department for service, maintenance and repair of marine diesels of all types.

Complete facilities and adequate space have keynoted the establishment of the General Truck & Engine Co. Ground area of the new center exceeds more than two acres, with buildings alone occupying more than 100,000 square feet of space. Parking facilities will be unusually large, providing maneuvering space and adequate parking area for the very largest tractor-trailer units. When fully completed the new center will be able to handle, without taxing repair facilities and storage space, entire large fleets of trucks.

A complete, modern machine shop set up at the center with facilities including even such tools as "Gorton" pantograph engravers for the manufacture of nameplates for marine equipment and large tools such as 60 inch radial drill, 30 ton presses, and "small, medium and big lathes" for general machine work as well as a complete welding and steel plate shop to facilitate ship repair and to manufacture the various devices now added to modern trucks.



Portion of New General Truck & Engine Co. Plant

To complete the General Truck & Engine Co., marine accommodations a "repair dock" at the foot of "G" on the old Crofton Diesel Engine Co. property will be modernized and made available for fishermen and commercial boat owners.

This new General Truck & Engine Co. activity will be managed by Burke Crofton, formerly of Crofton Diesel Engine Co., San Diego. Crofton states "this new operation will more than double the customer service available to commercial General Motors built equipment in the San Diego area."

This establishment of General Truck & Engine Co. typifies the outstanding growth of Southern California as one of the notable industrial sections of the nation.

O.P.S. Heeds Protest

The Office of Price Stabilization will keep its hands off regulated ports, according to word received by Port Director John Bate of San Diego. It will abide by congressional intent and will not seek to control port facilities coming under public regulation.

Bate, with other executives of the Pacific Coast association of Port Authorities, recently attended a meeting in Washington with senators and representatives at which they vigorously protested plans of the O.P.S. to impose its authority in determining what charges should be made for use of marine terminal facilities at American ports.

"The U. S. Maritime Board now has jurisdiction over the rate structure and every major port function under its rules and policies," said Bate. "Had the O.P.S. been able to superimpose its jurisdiction on the Maritime Board in establishing what rates should be charged for dockage, wharfage and other port facilities, it would have created an impossible situation."

Offers Helping Hand?

EAST COAST PACKER PAINTS ROSY PICTURE OF TUNA PROSPECTS

(Editor's note—Opinions expressed in the following article are those of the author and do not necessarily represent those of the Pan-American Fisherman magazine.)

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By ARNOLD VOGL, President
Riviera Packing Company,
Eastport, Maine

RIVIERA PACKING COMPANY
Packers of Fine Sardines and Fish Products
Eastport, Maine

March 12, 1952.

Pan-American Fisherman
205 Broadway Pier Bldg.,
San Diego 1, Calif.

Gentlemen:

In view of the distressed situation of the California Tuna Fishing Industry, I thought that I should give a helping hand in elaborating on the situation on the East Coast and to make the California Fishermen acquainted with the opportunities offered to them here on the East Coast.

I am, as you probably know, the pioneer of the East Coast Tuna Canning Industry. I started to can Tuna in Eastport Maine about 5 years ago. Today, there are already 6 Tuna Canneries on the Atlantic Seaboard. There is no doubt in my mind that the Atlantic Tuna Canning Industry is going to expand furthermore.

I thought that your magazine, serving the Fishing Interests in California, would be the right medium to acquaint the Fishermen there with their opportunities.

Very truly yours,

(Signed) ARNOLD VOGL

THE Atlantic Coast tuna canning industry is quite young. It is in a similar situation to that which confronted the pioneers of the California tuna canning industry about 25 to 30 years ago. When California started to can tuna, no fishing fleet existed. Only small boats fished along the California shores. Tuna canning was more or less a "fill-in" for the Southern California sardine industry.

Since then, the California tuna canning industry has grown to a spectacular size; and hand in hand with the development of this industry, the small boats have changed to a fleet of tuna clippers and tuna seiners equipped for trips of 10,000 miles and more.

We, here on the East Coast, are still without an adequate tuna fleet. Every summer there are enormous schools of bluefin tuna that abound in the waters from Cape Cod to Nova Scotia. The United States Government last year started a program to explore the best fishing methods for these tuna schools. Once these methods are established, the catches can be landed the same day because the fishing grounds are only ten to sixty miles off shore.

There seems to be a greater abundance of tuna in the North Atlantic than in California waters. This alone should be a sound basis for a growing tuna canning industry on the East Coast.

We have here problems similar to those which faced the Northwest salmon canners who took up the canning of tuna in their off-season and those which prevailed when the California tuna canning industry first started.

Along the Atlantic seaboard, and especially in Maine, the fish canning industry is faced with a short packing season. To provide adequate employment for the help in sardine canneries, I found the best solution in the canning of tuna in off-season and at times when sardines are scarce.

In view of the undeveloped fishing methods and the absence of an efficient fishing fleet, the quantities of tuna that are being caught presently off our shores are by far insufficient to fill our needs. It was logical that I turned to San Diego, the center of the tuna fishing in California, to look for supplies of tuna. In 1948 I visited the American Tunaboat Association, in an endeavor to induce tuna clippers to land tuna at my plant in Eastport, Maine. The officials of the American Tunaboat Association were most helpful and introduced me to various owners of tuna clippers. I was told by everyone that it would not be feasible to bring tuna to Eastport because practically all tuna clippers are under contract to California canners, and there is enough market in Southern California for any quantity of tuna caught. I made another attempt in 1950, and the results were again negative.

I was most gratified to listen to statements by officials of the American Tunaboat Association, at the recent hearing in Washington, that California tuna clippers are now willing to land their catches at East Coast canneries. I do hope that this willingness will not cease when California is again able to absorb the catches.

This is a real fine chance for California fishermen for permanent business. The mileage from the fishing grounds to Maine is no greater than the mileage from the fishing grounds to California. I have excellent wharf facilities, as well as cold storage facilities with a holding capacity of about 1200 tons of frozen tuna.

While supplying East Coast canneries, California fishermen will also have an excellent opportunity to do fishing in the North Atlantic, which has been tried successfully in the past, but which has never really been exploited because, until recently, there were no adequate canning facilities.

The real bonanza for any tuna fisherman should be to catch tuna, land it the same day at the cannery, then go out for more tuna, instead of cruising for weeks and months to fill the boat. I hope some California fishermen will see their chance to cash in on the expanding East Coast tuna business by keeping their eyes on the development of the East Coast tuna canning industry.

(*Continued on page 21*)

PROGRESS & PRODUCTION

- ATLAS DIESEL
- LINEN THREAD
- LOROCO INDUSTRIES
- NYLOCK
- UNIVERSAL MOTORS
- HUNTER COOLER

OYSTER HARVESTER:

The "Rowe," one of the most modern of oyster harvesters, is owned and operated by H. C. Rowe & Company of New Haven, Conn. It is a converted Army freight supply vessel 114 feet long, powered by National Supply Co. twin 11½ x 15-in Atlas Imperial marine diesel engines. Average speed is 11 to 12 knots.

Once put in operation, the dredging equipment virtually runs by itself and can harvest 1000 bushels of oysters hourly. Cargo capacity of the vessel is 3000 bushels.

Dredge blade and nozzle, built similar to a vacuum cleaner has an opening 6 feet wide and 7 inches high. Traveling along the ocean bed behind a rubber tired dolly attached to the vessel, the nozzle picks up everything it passes, including oysters, starfish and oyster drills, one of the greatest pests in oyster cultivation. The nozzle connects to a 40-ft. steel lead pipe through a 20 ft. length of 10-in. suction hose manufactured by the B. F. Goodrich Co.

Suction comes from a 3600-gpm, 180-ft. head centrifugal pump discharging through an eductor, which creates enough vacuum to lift 2400 gpm of water and oysters. Discharge is directed to a moving wire-screen conveyor that catches the oysters, etc. and carries them to the loading space. The water is diverted back to the ocean over stainless-steel watersheds. A bucket and belt conveyor system unloads the vessel onto a dock conveyor that feeds the processing plant.

Using the "Rowe" in clearing a 40-acre bed being prepared to receive oyster seed, the vessel caught and destroyed more than 500,000 oyster drills. The owners believe they can virtually eliminate this pest from their setting and growing beds, thereby doubling the yield of marketable oysters.

Oyster Harvester "Rowe"

Powered by National Supply Co. twin 11½x15 in. Atlas Imperial Marine Diesel engines.

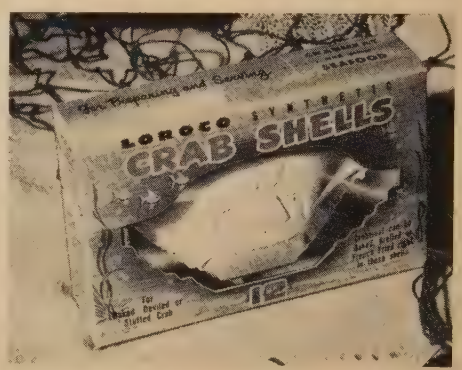
PAPER CRAB SHELLS:

"Our crab shells are now available to Mrs. Housewife in an attractive one-dozen package," announces Carl G. Gildehaus, sales manager of Loroco Industries, Incorporated, Cincinnati, Ohio paper converters.

This novel new product that looks like the real thing, acts like the real thing, and according to Mr. Gildehaus even shows old Mother Nature a trick or two. Odorless, tasteless, and completely sanitary, the Company is convinced that their paper shells eliminate all the dangers and inconveniences that accompany the use of the natural ones.

Not only crabmeat but similar types of seafood can be served in these new shells. According to Loroco, this feature is proving a big boon to inland housewives who have long been stuck for an attractive and tasty way to serve such dishes.

With the paper shells a woman who may never have been any closer to the ocean than a geography book, can, in a



jiffy, whip together delicious, authentic looking seafood dishes. Consequently, Mr. Gildehaus is convinced that their shells will encourage more serving of crabmeat and other seafoods in inland states.

The paper shells eliminate all the bother connected with preparing natural shells for serving. There's no scrubbing, scraping, boiling. "Simply reach into the box and pull out a sparkling clean shell, ready for immediate use," explains the company's sales department.

Unlike natural crab shells, the paper ones are all uniform in size. This eliminates guess work in measuring ingredients and determining portions. The Cincinnati concern insists that you can multiply the ingredients necessary to fill one shell by the number of shells you intend using and be sure of equal portions every time.

(Continued on page 19)

Sell the Housewife

IT'S THE LADY OF THE HOUSE THAT BUYS THE FISH

Pan-American Fisherman's own home economist has taken time out from her pots and pans, to express her own views as to how the industry should slant its advertising, to better sell the housewife on the idea of using more seafood products.

•

By VIRGINIA TAGGART

WOMEN, as a rule are more adventuresome as far as food is concerned. Advertising should appeal to this spirit, but all recipes featured should be practical and reasonably simple. Though a housewife may try a dish because of its novelty the food must also pass the palate of her husband. Unless he enjoys the flavor the recipe will be rejected.

The more the "spread" delights the homemaker the more likely the recipe is to be tried; the better the recipe, the more likely it is to be used again.

The wife and mother of the family is becoming increasingly nutrition minded. Much greater emphasis should be placed on this in relation to fish. Few people know that there is more protein per ounce in most seafood than in meat. Some of the "plus" values of seafood are not even present in meat. One of these is iodine which is found in products of the sea. Many studies of the subject have been made and it is known that thousands are suffering from goiter because they lack a sufficient amount of this element. The fish eating nation of Japan has only one case of goiter per million.

In these days of high food prices the comparative economy of seafood over meat is a selling point which should be strongly stressed. Canned, frozen, smoked and fresh fish all have their place in the diet and the budget. As a striking example, for the price of two lamb chops it is possible to serve a dinner for four featuring canned, smoked or even fresh fish.

The ease of preparing all kinds of fish and shell fish has received insufficient publicity. Few foods require so little effort prior to cooking nor so short a cooking period. No home cleaning of meat is needed and very little or none is needed for poultry. In some cases fresh fish dealers could use a little more care to see that their products are truly "pan ready" and "disappointment proof."

Sherry-Lemon Tuna with Hot Olives

A new recipe for spring! The ingredients are so economical that you may serve this dish often. Sherry-Lemon Tuna is so distinctive you will want to prepare it for your most critical luncheon or dinner guests. Remember, tuna not only has more protein than meat but also contains valuable elements not found in meat.

SHERRY-LEMON TUNA with HOT OLIVES

Serves four.

Slowly heat together without breaking the pieces of fish:

- 2 7-oz. cans solid pack tuna in oil, well drained
- 1/3 C Sherry wine
- 1 tbps. lemon juice
- ½ tsp. finely grated lemon rind
- 1/8 tsp. pepper

Blend together in a small sauce pan and heat until bubbly and light brown:

- 2 tsp. flour
- 2 tsp. butter

Pour off the wine and lemon liquid which should measure about ½ C. (If not add more sherry wine.) Add this liquid to the butter flour fixture; stir constantly over low heat. When thick, serve over the pieces of tuna which have been kept warm. Garnish with finely chopped parsley.

HOT OLIVES MAKE THE PERFECT ACCOMPANIMENT

While preparing Sherry-Lemon Tuna slowly heat in their own liquid, *but do not boil*:

- 1 tall can ripe olives.

When time to serve pour off the liquid, add I tbps. olive oil (salad oil is a less flavorful substitute) and shake pan to coat each olive. Serve immediately beside the tuna. Do not pour Sherry-Lemon Sauce on the olives.

Time Note: The preparation of Sherry-Lemon Tuna with Hot Olives takes about fifteen minutes. The delightful fresh flavor decreases if overcooked.

EBB'N FLOW

(*Continued from page 7*)

From landings of nearly half a million tons annually in 1939, 1941 and 1944, the California sardine fishery has shrunk to a total catch of 126,541 tons for the season which ended on February 2.

This is the lowest annual total since the 1947-48 season, when 121,330 tons were landed.

The latest landings were made almost exclusively in Southern California ports and were composed principally of three-year-old fishes—"breeding stock" for future generations.

"The California sardine will 'come back' eventually," said Chief Richard S. Croker of the Department's Bureau of Marine Fisheries. "The ocean is too large to be 'fished out' and the sardines are too numerous to be wiped out as a species by any combination of factors.

"Intelligent management of the fishery, based on continuing research, can help nature bring the sardine 'back' sooner," Croker added. "But any 'comeback' will have to be earned by full support for the management program which is now being mapped out."

Meanwhile, California fish canners have requested the legislature to make an additional 50 cent per ton assessment on all sardines landed. This raises the total tax to $1.50 per ton, $1 of which supports joint sardine research by the Department of Fish and Game, California Academy of Sciences, University of California, U. S. Fish and Wildlife Service and Stanford University. The remaining 50 cents supports Department of Fish and Game activities. The Department has conducted intensive sardine research since 1917.

EXPANSION

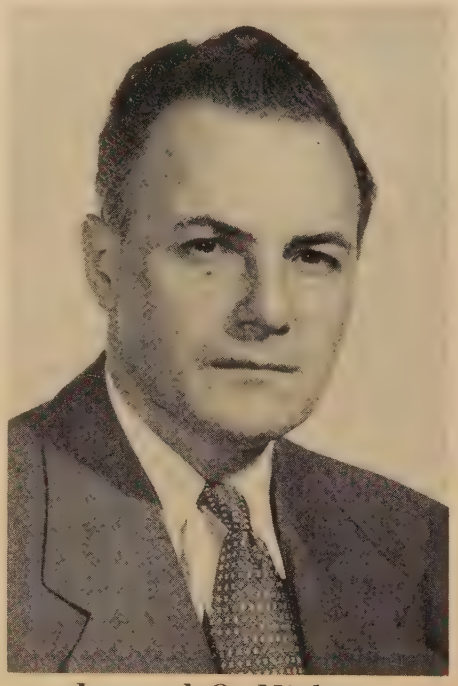
Sheusner, Mjolsnes:

P. I. Birchard, vice-president and general manager, Enterprise Engine & Machinery Company, of San Francisco, announces an expansion program. This West Coast manufacturing division of General Metals Corporation produces a complete line of high quality diesel engines for marine and stationary use. Also produced by the company are industrial oil burners and food processing equipment.

To meet the needs of expanding sales, former chief engineer, John H. Sheusner becomes head of engineering and manufacturing. Replacing Mr. Sheusner as chief engineer is Leonard O. Mjolsnes who will continue the design and development work fostered by the company.

New sales personnel in the diesel engine division include Ray Hogaboom, new district manager of the Los Angeles branch, with Charles Carmichael, sales

John H. Sheusner



Leonard O. Mjolsnes

engineer, added to the branch office staff in Chicago.

Dennis J. O'Leary and Stuart F. Atsatt are new sales engineers serving the industry from the San Francisco office.

PACIFIC HERRING PACKERS

Want Action:

A conference of delegates representing the Pacific Herring Packers Association and the Fishermen and Allied Workers Division, ILWU Local 3, met Saturday, March 8, in Seattle to formulate a program to avert the crisis facing the fishing industry on the West Coast which has been brought about by imports of fishery products from foreign countries. The group adopted a program which it feels the government must support or the industry will be seriously harmed.

The union delegates were representatives of herring fishermen and shore workers; salmon fishermen, tendermen and cannery workers; crab, tuna and sardine fishermen. The following motions were unanimously adopted.

Statement of Mutual Cooperation:

We resolve to work together, union and industry, to work out a mutual program of protection for the herring industry and the fishing industry in general. That we fully advertise our program through any available medium. That we begin immediately to bring, as forcefully as possible to the attention of all government officials and candidates, our problems and our recommendations. That we expand our activities and program as quickly as possible to other affected groups and possible allies.

Policy:

That since there is no protective tariff on herring meal, oil, or any effective protection for any West Coast fishing industry; and since our U. S. policy is making the U. S. markets a dumping ground for foreign produced herring products as well as other fishery products; and since this condition is creating unfair foreign competition for American industry and workers alike; and since such unfair competition is forcing our industry out of business and depriving our workers of their living; therefore, we demand that our government, by action of Congress, provide such protection without which we cannot exist. Further, we call upon all sections of the commercial fishing industries to join with us to work for our mutual protection.

Recommended Governmental Action:

1. Protection of our industries from unfair competition. The Senate must enact the Tuna Tariff bill without the crippling amendments proposed by the State Department and this program of protective tariff must be extended to cover herring products and other fishery products.

2. A program of subsidies must be enacted for the fishing industries similar to that existing for agriculture and other industries.

3. The U. S. Government should adopt an alocation program for fishery products which would enable fish producing countries to keep their fish har-

(*Continued on page 20*)

Progress & Production

(*Continued from page 16*)

A particularly surprising feature is that you can bake, broil, or deep-fat-fry crabmeat right in the paper shells. After cooking, you can also freeze the entire unit, and then reheat it again.

Then too, there are the very important sanitary advantages gained in using the paper shells. Bits of crabmeat often stick to the natural ones, and then later on, spoil while the shells are stored away before using. No serious attempt is made to pick the real shells clean, so their bacteria count is high so there is always the danger of food poisoning.

NEW LABORATORY:

A new and up-to-date laboratory in the textile industry is being built at the Paterson, N. J., plant of the Linen Thread Co., Inc.

Donald H. Spitzali, Linen Thread's director of research, will be in charge of the new laboratory which will be built as an addition to the main plant on Grand Street, Paterson.

The new 14-room fully air conditioned building, of one story brick and glass construction, will contain a library, conference room, laboratories, offices, darkroom, microscope room, pilot plant area and a constant conditioning room in which textile testing temperatures can be closely controlled.

Linen Thread Co., Inc., is the largest producer of commercial fish netting in the country as well as an outstanding producer of linen thread products. The range of its products includes such fibers as linen, cotton, nylon, hemp, jute and ramie. It makes shoe threads, fish nets, sports nets, carpet yarns, a wide range of wrapping and special purpose

twines and cords and a variety of specially processed natural fibers used by other manufacturers.

The man who will head the activities of the new laboratory, Mr. Spitzali, holds two degrees from the Massachusetts Institute of Technology, has had previous experience with Congoleum-Nairn Inc., and holds a number of patents. He is a member of several important chemical societies and is a vice chairman of the Admissions Committee of the American Institute of Chemical Engineers.

PRICE REDUCTIONS:

A new marine motor price list has been released by the Universal Motor Company, Oshkosh, Wisconsin, manufacturers of marine engines and electric generating plants. The new prices cover the complete line of Universal Marine Motors, 1, 2, 4, and 6 cylinder models, both direct and reduction drive, eight to 145 horsepower, for inboard marine powered boats from 14 feet on up.

The new price list includes important reductions in the prices of several Universal models in the eight, 12, 45, 50, 60, 75, 130, and 145 horsepower classes. Ralph G. Klieforth, president of the firm, states that the price reductions have been made possible through economies in manufacturing operations at the factory. "We were able to expand our facilities and construct an addition to the factory recently, permitting us to go into greater production runs," Mr. Klieforth declares, "and we are glad to be able to pass the resulting savings on to our customers."

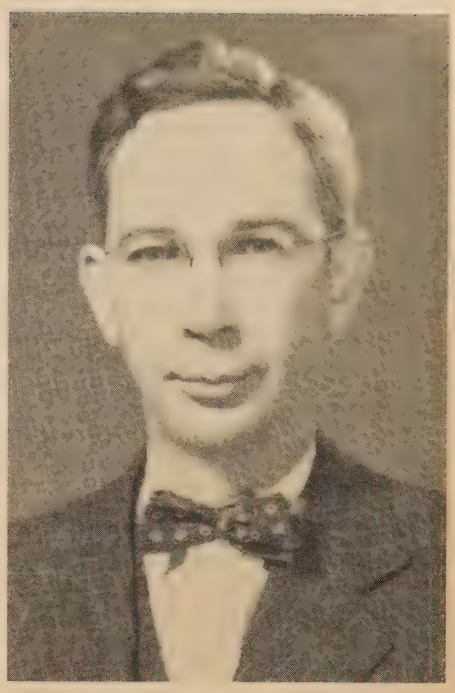
NYLOCK PATENT:

A patent covering special processes involved in the manufacture of Nylock, 100% nylon twine for fish nets, has been issued to Taylor and Thompson and assigned to Heminway & Bartlett Manufacturing Co. of 500 Fifth Avenue, New York, and Watertown, Connecticut. The patent (No. 2590586) covers "fish nets formed of synthetic resin strands, and strands therefore, and method of producing same." The net results are the important advantages of a stretched and stabilized twine and of a stable slip-free knot when tied for fish netting.

Heminway & Bartlett, after several years of development work, first offered Nylock on a commercial basis early in 1949 after nylon nets produced by others had proved faulty because of stretch and knot slippage.

Immediately accepted by fishermen who tested it, Nylock gill nets developed superior fish-catching abilities, often taking 3 to 12 times as many fish as cotton or linen net. Other advantages recognized by fishermen include: Nylock does not need to be dried or treated with a preservative; it is unaffected by mildew, fungus growth, oil, or gasoline; it is lighter, has a relatively low degree of moisture absorption, and is easier to handle. These properties also make for a stronger longer-lasting net.

Heminway & Bartlett have extended their production to heavier twines for salmon and other heavy uses. Nylock



Donald H. Spitzali
New Research Director

twine is now being made up for other types of netting—a seine for menhaden and a trap net for Lake Erie.

Issuance of the patent is a further milestone in the progress of this remarkable product.

Nylock nets are now being supplied by most leading net manufacturers—R. J. Ederer and subsidiaries; The Fish Net & Twine Co.; Moodus Net & Twine, Inc.; Joseph F. Shea, Inc.; and A. M. Starr Net Co.

HUNTER CARGO COOLER:

The Hunter Cargo Cooler, in a test run of 495 miles from Jersey City, New Jersey, to Cleveland, Ohio, conclusively demonstrated its ability to meet every requirement for the refrigeration of frozen fish in transit. Due to the excellent record attained during the trip by the Cargo Cooler, Mr. J. P. Doucette, president of Fishery Products, Inc., announced that only this type of dry ice refrigeration would be approved by Fishery Products for their shipments. A thermostatically controlled, forced-air-circulation system, the Hunter Cooler provides highly effective, constant and uniform refrigeration throughout the cargo.

In the test run, a cargo of 23,984 pounds of frozen fish in cartons was delivered at destination at a temperature well below the limit designated by the shipper as the maximum permissible. Temperature of the fish at loading was 12.3° F. and at unloading 14° F. Six hundred and thirty-four pounds of dry ice were used on the trip, an average of 1.28 pounds per mile. No re-icing was necessary.

EBB'N FLOW

(*Continued from page 18*)

vest for the use of their own people or to export surplus products to countries where they are needed instead of dumping them into the United States where they are not needed.

New Treaty:

That we oppose the Japanese, Canadian and U. S. fish treaty as proposed. That we recommend a new treaty be drawn which would provide that, in the North Pacific, the 180th longitude be the line of demarkation and that nations on each side of this line shall restrict their fishing operations to their respective side of the demarkation line. That effective enforcement provisions be adopted in the form of prescribed penalties against violators.

Committee:

Moved and seconded: That Rudy Franulovich, Laverne Wakefield, Bob Cummings and Leif Eriksen be constituted our coordinating committee to supervise and spearhead the function of our committee.

KICK-OFF

New Industry:

April first was the kick-off day for what may prove to be a new major fishing industry in California. On that date commercial trawling for prawns in Pacific Ocean waters became legal for the first time.

The experimental season was sanctioned by the legislature after the Department of Fish and Game discovered commercial quantities of prawns in three off-shore areas. Regulations were set by the California Fish and Game Commission which are designed to protect the so-called bottom fishery for halibut, sole, flounders, and similar fishes.

Permits are now being issued by the Department's Bureau of Marine Fisheries in the Ferry Building, San Francisco. Boats must be registered before prawn fishing is permitted.

Under terms of the legislative law which set up the new fishery, permits will expire on the 91st day after final adjournment of the 1953 session of the legislature.

NO DIRECTOR

Our Mistake:

In this column, in our February issue, we stated that Brandon Wilbur was a member of the Board of Directors of the Columbia River Packers Association. This statement was incorrect according to a letter from Mr. Wilbur, in which he states he is not a member of the board of the Astoria association. We are sorry for the mistake, but it proves our point that Pan-American Fisherman is eagerly awaited and thoroughly read by the top executives in the fishing industry.

ANOTHER CONTRACT

Forty-one New Vessels:

National Steel and Shipbuilding Co., San Diego, was awarded another 10 million dollar Navy contract for 41 all steel small craft, during the past month. This brings National's government contracts to 95 vessels to be built at a cost of more than 20 million dollars.

New Type Tug:

C. Arnholt Smith, president of National disclosed that the latest contract provides for the building of a new type of tug. The contract calls for the construction of 13 one hundred foot tugs for duty in coastal and harbor waters,

Carl R. Schmidt

20 harbor tugs 45 feet long and eight 65 foot passenger-cargo vessels.

The current building program, which was started some time ago, provides for 20 tugs 45 feet long; 16 passenger-freight vessels, 65 feet long; five mine sweepers and 13 deck cargo barges. Two of the barges have already been delivered.

Big Backlog:

The 20 million dollar backlog is the greatest in the history of the San Diego shipbuilding plant and is one of the largest of any similar yard on the Pacific Coast. Smith said the construction program will provide employment for more than 1000 workers.

"In addition to the building program the National Steel & Shipbuilding Co. is engaged in a tremendous amount of repair work for the Navy and we are also engaged extensively in such commercial activities as structural steel work for bridges and buildings," said Smith.

No Interruption:

"Despite the record-breaking construction program there will be no interruption in the normal repair work on the port's tuna clipper fleet but there is no anticipation that the company will build any more additions to the tuna fleet in the near future."

NEW PRESIDENT

Same Policy, New Head:

Election of Richard Schmidt to the newly created position of chairman of the board has been announced by directors of the Schmidt Lithograph Company, San Francisco. Voted to succeed

(*Continued on page 22*)

HELPING HAND

(*Continued from page 15*)

If California fishermen will not utilize their fleet to supply East Coast canneries, we on the East Coast will have no choice but to resort to imports of frozen tuna or, eventually, to building our own fishing fleet.

The East Coast tuna canning industry is here to stay, and there is nothing that can stop its expansion. The large tuna consuming centers in the East are welcoming the canning of tuna on the East Coast because it provides quick delivery and low freight rates.

The East Coast Tuna Industry is fully aware of the danger confronting the entire industry. Recent talks with West Coast canners proved that my views about this danger is being shared by some California tuna canners. What brought on the disaster that confronted the tuna industry during the last year? It was the enormous quantities of canned Japanese tuna that were imported into the U. S. prior to the increase in duty from 22½% to 45%. These extravagant imports resulted in heavy stocks of canned tuna all over the United States, which prevented the American canners from moving their inventories.

There is a new danger signal ahead. It is the danger of the expanding market in imported canned tuna in brine. Unless the flow of imported canned tuna in brine is stopped by a protective tariff, nothing will prevent another catastrophe. Let us not forget it: It is the movement from the shelves in the stores that regulate the business, the production, and the fishing. It is less dangerous if American canners import frozen albacore of which American fishermen can supply only a limited quantity, than to have this tuna canned in Japan and then dumped on the American market. Last year I visited Japanese tuna can-

(*Continued on page 26*)

Is your anchor a MAN-KILLER?

Tests and experience both prove that the 8-lb. Danforth Anchor shown above will hold as much on a mud bottom as 50-lb. Yachtsman's Kedge or a 100-lb. Stockless—and it costs less! NOW is the time to get *holding power* —not *dead weight*. Get . . .

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EBB'N FLOW

(Continued from page 20)

him as president is Carl R. Schmidt, formerly vice president and general manager.

The new president will continue to be general manager. Vice presidents elected, and George D. Taylor, who is also company treasurer. Continuing as secretary is Morton Schmidt, now also assistant treasurer; while Lorenz Schmidt has been elected assistant secretary.

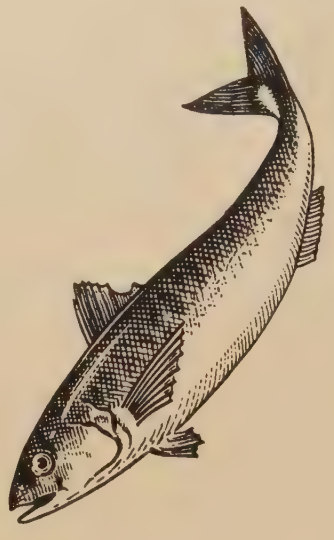
These changes, the directors stated, were made to accommodate the growth of the 80-year-old firm, now one of the world's largest and most diversified lithograph operations, and will not affect its management or policies.

EQUATORIAL TUNA

Research:

The U. S. Fish and Wildlife Service research vessel, *Hugh M. Smith*, arrived back in Honolulu in mid-March, from a six weeks cruise to equatorial waters. The *Smith* brought back several tons of large yellowfin tuna or ahi taken near the equator southwest of Hawaii. The vessel *Smith* and the *John R. Manning* were sent into tropical waters early this year to further explore the discovery by the Pacific Oceanic Fishery Investigations of large stocks of unfished tunas in the equatorial regions south of Hawaii. The trip was designed to test whether the tuna were at the equator during the winter, as well as during the summer and fall.

The *Smith* studies were carried out in close cooperation with the exploratory fishing vessel, the *John R. Manning*, which fished flaglines for tuna in the rich fishing grounds along the equator. They are expected to provide information leading to new commercial fisheries for Hawaii.



The Hawiian Tuna Packers are cooperating with the Fish and Wildlife Service in an experiment to test whether the yellowfin taken at the equator will approach the same high-grade product as the tuna caught locally in Hawiian waters.

24-HOUR PATROL

Security:

A 24-hour security patrol by land and water mobile units equipped with three-way radio telephone has been established by the Los Angeles Harbor Department under the port warden, it is announced by the Board of Harbor Commissioners.

Manned by 36 harbor police equipped with small arms, the three-division patrol will cover 28 miles of waterfront and 2,000 acres of land area embracing wharves, docks, transit sheds, main channel and slips.

Frank Higbee, port warden said that the security patrol will augment the Los Angeles harbor emergency force which was organized under executive order of President Truman. "The force here was the first to be established in the United States and the organization chart has been adopted by other ports in their civil defense program," Higbee said.

The various security patrols operate over the communication system of the Los Angeles fire department. Harbor division police water and vehicular units can be summoned by radio-telephone if additional forces are necessary to quell a disturbance.

"All men assigned to the new patrol have completed the Los Angeles police academy advanced course for police officers," Higbee said.

WORLD DIPLOMACY

Canned Foods

The importance of canned foods in world diplomacy was stressed by Fred C. Heinz, of Pittsburgh, Pa., president of the National Canners Association, in addresses at the annual conventions of the Utah and Northwest Canners Association.

"Without the canning industry, it would not have been possible for the Federal Government to implement fully its program of aid for distressed foreign countries, which in the four years following World War II, has found us shipping more than 9½ billion dollars

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worth of edible agricultural products abroad," he said.

Mr. Heinz pointed out also how canned foods issued to our troops have not only served to feed them, but are an instrument of good will among foreign peoples. "This industry has made it possible for America to have an army that feeds itself wherever it goes. It has done a spectacular job of supplying the regular and special rations for our forces that have helped to make them the best-fed troops in the world," he stated. "In World War II, two-thirds of the food for the fighting forces of America came to them in cans. The fact that our men did not live off the countryside, as almost every other army in history has done, contributes greatly to the friendly spirit with which they are received in most lands."

"The tin can is an important social and historical force," Mr. Heinz continued. "Consider what it has meant at home. Today's mother doesn't have to cook food for her infant. Millions of hours of drudgery have been taken out of the kitchen. And how does Mrs. America like this? One answer is that the canning of baby foods has increased nearly 1,000 percent in the last 13 years. The canning industry and its products have earned the trust of the American housewife."

TORPEDOES

Valuable Fish:

Notice to Mariners: If you see a point-nosed yellow "thing" floating in the sea, pull it in. It may be worth $100 to you.

Under a new order issued by the Navy Bureau of Ordinance the reward for recovery of practice U. S. Navy torpedoes has been increased 400 per cent —from $25 to $100.

The nose of a practice torpedo is painted yellow. It floats nose-up while drifting at sea because its warhead is hollow.

In the San Diego area, practice torpedoes are fired at sea by ships and submarines undergoing training. Practically none wash ashore because the prevailing sea drift is to the southwest. The finder of a stray torpedo should promptly contact the nearest Navy command.

Actually, few torpedoes are lost. They are fired in practice under conditions that are usually ideal for recovery. Now and then, however, a torpedo may run erratically and become lost at sea.

The Bureau described the former $25 reward as "unrealistic" in view of the monetary value of practice torpedoes. The $100 reward is considered a more effective incentive for their recovery.

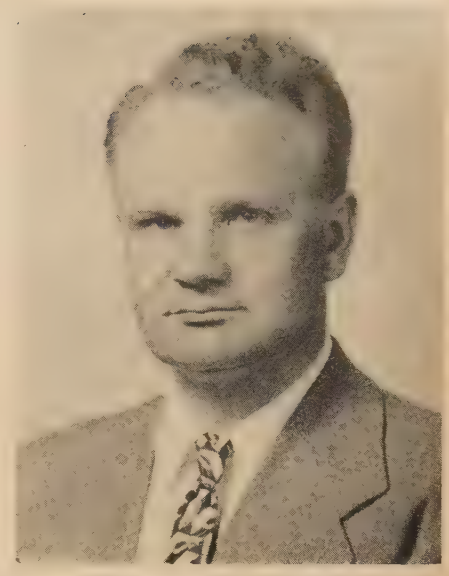
Completed Maiden Voyage

Ending her maiden voyage the clipper *Helen S*, owned by Manuel Simas and skippered by Tony Jesse, arrived in San Diego with 245 tons of tuna. The catch was made off Columbia and Peru.

Other clippers which have returned to San Diego recently are: *Columbia, Arlene S., Victory, Mayflower, Sun Hawk, Crusader, Mary Barbara, Lucky Star, West Coast, Historic, Martin B., Sea Lady, Julia B., Commodore, Patria, Espirito Santo, Explorer, Judy S, Antoinette B, Mary S., Southern Pacific* and the *Courageous.*

Large School Whales Sighted Along Coast

Lobster fishermen operating on the lower coast sighted 250 whales, most of them California graybacks, playing in Scammon's lagoon one day recently, Victor Nigro, president of the Southern California Fishermen's Association, reported. There have been reports of an unusually large number of whales this winter on the Baja California coast.



Dr. John L. Kask

Named Assistant Director

Dr. John L. Kask, has been named as assistant director in the Fish and Wildlife Service. His appointment became effective April 1. He will fill the vacancy created by the retirement of Milton C. James.

Kask is a veteran of 25 years of activity in the field of fishery management and research. His first post with the Fish and Wildlife Service was as assistant director of the service's Pacific oceanic fishery investigations with headquarters in Honolulu. Recently he was transferred to Washington as chief of the Office of Foreign Activities.

During World War II, he served as captain and major in the army of the United States, and was associated for almost two years with the natural resources section of SCAP during the early days of the Japanese occupation.

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HUMAN DESTINY

(*Continued from page 13*)

pretty much similar in that they supply the human system with high percentages of the highest grade protein, so essential as muscle, gland and health building nutrients.

Now that we are at the threshold of the new food era that will emphasize *proteins* rather than merely vitamins and minerals, and stress the value and availability of *fish* proteins rather than meat proteins, a few words about amino acids are in order, concerning what the amino acids are, and what they are good for.

When we eat lean fish, or lean meat, the proteins, built up of amino acids, must be broken down into amino acids again before the latter can be absorbed by the human body. The body employs the aminos to again create brand new proteins which are required to make or renew all of the flesh, glands and blood of the human organism.

It surprises most people to learn that 50% of the weight of the human body, (not counting water) is protein, or in other words, very intricate molecule structures woven and threaded by the body's intelligence into a wide assortment of original amino acids or building blocks. The principal purpose of digestion is the breaking down of proteins into the tinier amino acids so that the latter, being soluble, can pass into the bloodstream and renew the body which proteins as such cannot do and if they could, would harm us.

Unlike starchy and sugary food, which merely yield energy, but do not build the body, proteins cannot be stored for future use. Unless proteins are supplied daily, our body begins to consume its own flesh, cannibal-like. There are substitutes for starch and sugar foods but there are *no substitutes for the proteins of fish and meat.*

The most spectacular application of proteins and amino acids has been in surgery. Modern surgery stresses a few days of exceptionally high protein intake before surgery. The convalescent period also is marked by a high protein diet in order to shorten recovery time and hospitalization. Pregnancy too robs the female organism of protein in order to nourish the unborn child. Thus, expectant mothers are being told to eat at least 50% more protein than ordinarily. And so it goes with the dramatic story of protein unfolding with more dietetic and nutritional wonders coming to light each year.

During World Wars I and II, hordes of people in Europe had to live on reduced rations. They began to look as though they were getting fat, but this appearance of fat was actual "water-logging," due to protein deficiencies. *Several ounces* of fish or meat daily would have prevented this serious condition, for when we do not get enough protein in the diet, our tissues begin to hold fluids. This is actually a form of dropsy, as water is retained in such amounts in the protein-deficient person that a pit-like depression is formed on the skin when the finger tip is pressed into the flesh.

Protein and more protein seems now to be the watchword of science for the American diet, as the wonders of the human body are explored and its protein food requirements computed. Remember that in fact as well as in name, the word protein is derived from the Greek word for *first.*

In this drama of the creation of protein, somewhere over the earth's surface, lightning is crashing many times every second and every time it does so it feeds the earth and the oceans with the nitrogen nourishment it needs and from which fish and animal proteins are created. Although since earliest times, lightning has been feared by human-

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kind, these lightning flashes create 100,000,000 tons of nitrogen each year that comes down to the earth's oceans and continents, giving us in our fish and flesh food our first and fundamental food element of all.

Fish proteins represent man's last stronghold of supply of these indispens-

able food factors, especially as the production of meat cannot keep pace with the staggering increase of human life on the earth.

Can the ocean qualify as an endless and unlimited source of protein production? Even our present knowledge assures us an affirmative answer to this question. But, scientisits of the Scripps Institution of Oceanography here in California tell us that there is also an unknown, moving mass of "something" suspended between the ocean floor and surface. This unknown thing they tell us may prove to be an extravagantly large and unexpected fish protein food resource.

These marine researchers have to do with such scientific things as radar and sonic findings but, as the mysteries of these deep sea echoes rebound back to the listening ears of scientisits they proclaim that the food protein wealth of the seas is only dimly realized and that in these deep scattering ocean layers there may be new and undreamed of food riches for a protein hungry world.

AMERICA'S FIRST INDUSTRY

(Continued from page 5)

enables our executive staff to keep in daily contact with the government bureaus that have jurisdiction over certain phases of our industry and it also enables us to keep in daily contact with the legislative branch of the government —it keeps us abreast of what is being proposed from time to time in the way of laws and departmental regulations. By doing this, we have the opportunity of voicing our opposition to unworkable and unfair proposals. Thus by being in a position to move rapidly, most trouble is forestalled and eliminated before it gets a chance to hurt our individual business.

The fishing industry of the United States can not today confine itself to local or national problems as under the accelerated economy of the world at large, food is the all important problem. Of all the various types of food, our protein food products — fish and shellfish—are in number one place and are being given consideration in all food conferences the world over.

I therefore urge and recommend that our industry under the leadership of National Fisheries Institute prepare itself through increased production and broader markets, to take our rightful position and live up to our heritage of "America's First Industry."

Royal Toner, President
National Fisheries Institute, Inc.

Fire Damages Tuna Clipper South Pacific

Damage caused by fire in the hold of the 106-foot tuna clipper *South Pacific* will amount to about $70,000, according to Lou Brito, co-owner, of 3045 Addison St., San Diego.

The $285,000, 200-ton craft was moored at Grape St. finger pier, San Diego, when the fire broke out. Three companies of firemen fought the blaze for more than four hours, aided by the fireboat Bill Kettner and the police-fire boat. There was no one on watch, and no one was injured.

The clipper had barely finished unloading 155 tons of tuna and skipjack, and was undergoing minor maintenance work. The craft's other owner is John R. Silva, 1060 Scott St., San Diego.

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HELPING HAND

(Continued from page 21)

neries, and since then I am more apprehensive than ever of the danger of Japanese competition. I learned on the spot that a full day's pay in a Japanese tuna cannery equals the wage for one half hour's work in American tuna canneries. The Japanese fishermen will not stop fishing if the United States places a duty on frozen tuna. Rather, the flow of canned tuna from Japan to the U. S. will increase, the American tuna industry will have a hard time to move their inventories, and will be forced once more to keep their boats in port. Even the present duty of 45% on canned tuna in oil is no real protection. The present moderate imports of canned Japanese tuna in oil will grow to an avalanche if the frozen tuna finds its way to Japanese tuna canneries. It does not seem logical to me to ask now for a duty on frozen tuna, as long as the tariffs for canned tuna in brine and canned bonito are not sufficiently increased. It would just invite disaster by helping an ever-increasing flow of canned tuna in brine and canned bonito into the U. S. market.

We East Coast tuna canners are sincere in our endeavor to help keep the American tuna industry healthy and prosperous. A healthy and prosperous industry is the only way to keep fishing healthy and prosperous.

I believe in close cooperation between canner and fisherman. Such cooperation protects the fishermen better than a tariff that might prove disastrous from a long-range view. My sympathy is and will always be with the fishermen. They lead a difficult and risky life in their occupation, and they deserve every possible protection. The best protection for the fisherman should come from the canners, to abstain voluntarily from buying imported frozen tuna if the fishermen in their area are able to supply their needs.

My Eastport cannery is surrounded by Canadian territorial waters, and a substantial part of the fish supplied to my cannery is being caught in these waters. The fishermen fishing in these waters also need protection. A duty on fresh and frozen tuna would jeopardize the livelihood of these fishermen and would greatly endanger attempts to develop the fishing in the North Atlantic where American and Canadian fishing grounds are closely interwoven. The untapped resources of small-sized bluefin and the all-year-round availability of live bait will sooner or later attract Pacific Tuna Fishermen to participate in the tuna fishing in the North Atlantic. A tariff on fresh and frozen tuna would therefore result also in a handicap for them.

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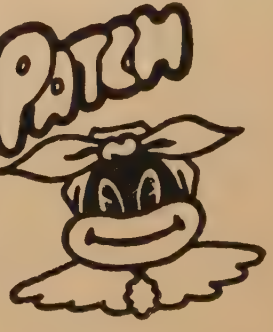

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NFI

(Continued from page 11)

tinuous publicity program in newspapers, radio, magazines, television, etc, every day, informs the housewife of more and better ways to serve seafood, with the main objective of increasing the yearly per capita consumption of fish and shellfish. (See Editorial—"A Challenge to the Industry," in this issue of the Pan-American Fisherman.)

One has only to look at a copy of the March issue of Good Housekeeping to see how they operate. In this issue appears a complete fish cook book, beautifully illustrated and prepared in such a manner that it is bound to appeal to the housewife.

To keep the members advised of any changes in government regulations or any other problems which affect the fishing industry, the department issues a weekly bulletin.

The National Fisheries Institute has gained the confidence of the industry and is well qualified to be its spokesman.

Canneries Receive 4647 Tons

The California Bureau of Marine Fisheries reported that deliveries last month to the canneries totaled 4647 tons, including 3062 tons of yellowfin, and the remainder skipjack, albacore, bonito and yellowtail. Also caught during the month were 203 tons of jack mackerel and 943 tons of herring.

Produced from residue of the catch were 2218 tons of meal and 5543 gallons of fish oil. San Pedro canneries received the bulk of the catch.

First Albacore Boats

First of the Columbia River jig boats to come to San Diego for the 1952 albacore season, the *Nesika* and *Lucky Strike*, both hailing from Portland, have taken up moorings at Anchorage Ltd., near Harbor Boat & Yacht Co. yards.

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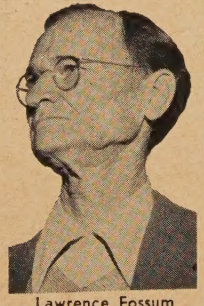
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FOR SALE—Compact 6-tone, wood hull fishing boat, 40 feet long and powered with Gray Marine Diesel. Has Lawson auxiliary gas engine, plus complete refrigeration. This boat may be purchased at an exceptionally low figure. Excellent operating condition. Phone F 7328 San Diego, or write Pan-American, P. O. Box 10, 205 Broadway Pier Bldg., San Diego.

FOR SALE—20-ton wooden boat in excellent operating condition. May be used for local market or albacore fishing. For complete details write or telephone Pan-American Fisherman, P. O. Box 6, 205 Broadway Pier, San Diego. Franklin 7328.

Joseph Lograsso

Joseph Lograsso, 47, of 2041 Union St., San Diego, died March 10 in a local hospital. Requiem mass was celebrated at Our Lady of Rosary Church. Burial was in Holy Cross Cemetery.

A fisherman, he had been here 25 years. He was born in Missouri. Survivors are his wife, Mrs. Mary Lograsso; three sons, Anthony, Caloguerro and Vito Lograsso, all of San Diego.

Joseph B. Silva

Joseph B. Silva, 65, a retired fisherman, died in his home, 1275 Scott St., San Diego. A native of Portugal, he had lived in San Diego for 24 years.

Surviving are his wife, Mrs. Mary A. Silva; four sons, Edmund, Ralph, Leonard and Arnold Silva; a daughter. Theresa Silva, and eight grandchildren.

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